

What is claimed is:

1. A hybrid vehicle comprising:

an engine for driving primary driving wheels via  
a transmission, the engine being able to be suspended  
5 from combustion;

a primary motor disposed between the engine and the  
transmission;

a secondary motor for driving one of the primary  
driving wheels and secondary driving wheels which are  
10 different from the primary driving wheels; and

an electricity storage unit connected to the primary  
and secondary motors,

wherein the vehicle is driven by the secondary motor  
while allowing the primary motor to perform a combustion  
15 suspended idle operation in which the engine which is  
being suspended from combustion is run idly by the primary  
motor according to driving conditions of the vehicle.

2. A hybrid vehicle as set forth in Claim 1, wherein  
20 the secondary motor is provided between the transmission  
and the primary driving wheels.

3. A hybrid vehicle as set forth in Claim 1, wherein  
a rotational speed of the primary motor which is performing  
25 the combustion suspended idle operation is maintained

at a rotational speed which can provide minimum friction on the engine.

4. A hybrid vehicle as set forth in Claim 1, wherein  
5 a rotational speed of the primary motor which is performing the combustion suspended idle operation is maintained at a rotational speed at which the engine can generate a predetermined oil pressure.

10 5. A hybrid vehicle as set forth in Claim 1, wherein at least either an inlet valve or an exhaust valve is held closed during the combustion suspended idle operation.

15 6. A hybrid vehicle as set forth in Claim 1, wherein starting up the engine from the combustion suspended idle operation is determined based on an inclination angle of a road surface and a residual capacity of the electricity storage unit.

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7. A hybrid vehicle as set forth in Claim 6, wherein the engine is started up when the inclination angle of a road surface is equal to or larger than a first set value and the residual capacity of the electricity storage  
25 unit is less than a second set value, whereby the primary

motor is driven by driving force of the engine as a generator, and the secondary motor is driven by power so generated by the primary motor so as to drive the vehicle.

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8. A hybrid vehicle as set forth in Claim 6, wherein the engine is idly run with its combustion being suspended when the inclination angle of a road surface is equal to or larger than a first set value and the residual  
10 capacity of the electricity storage unit is equal to or larger than a second set value, whereby the secondary motor is driven to generate a creeping force to prevent the reverse of the vehicle.

15 9. A hybrid vehicle as set forth in Claim 8, wherein the engine is started up when the reverse of the vehicle cannot be prevented by the creeping force generated by the secondary motor, a lock current for preventing the reverse of the vehicle being supplied to the secondary  
20 motor.